

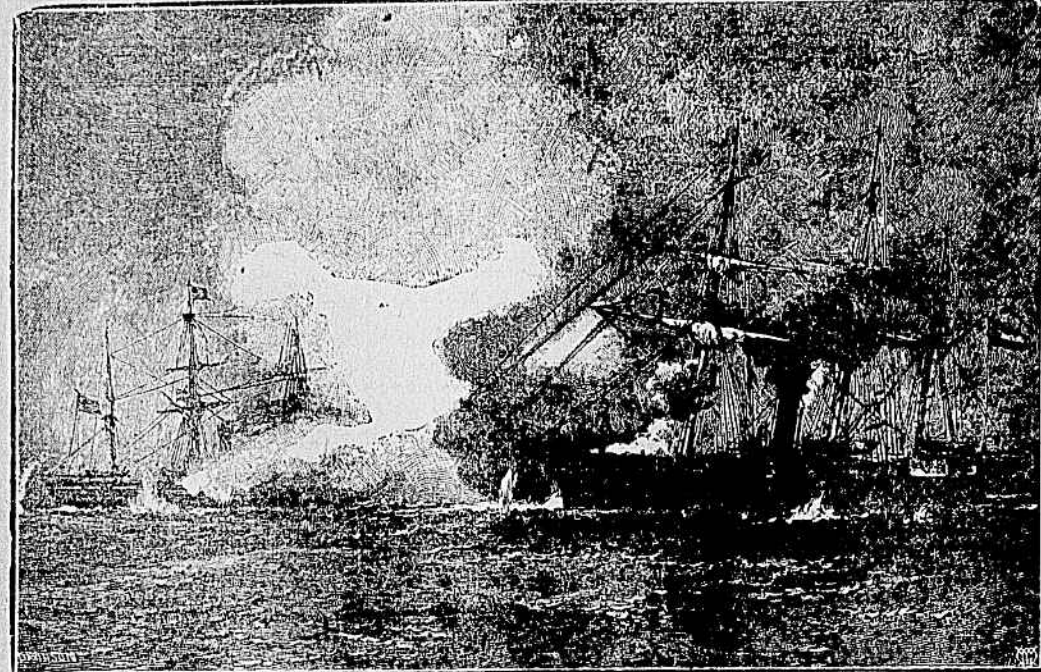
THE PRESIDENT'S FIGHTING UNCLE

Brave Deeds of Irvine Bulloch for the Confederacy.

ALABAMA AND THE KEARSARGE

Failure of a Shell to Explode Made History Different—The Many Stirring Achievements of the Gallant Vessel Shenandoah.

(From Our Regular Correspondent.)
WASHINGTON, D. C., October 21.—It may be that the President's Southern blood has something to do with the cordiality and the enthusiasm with which he is being received in the cities of the South. He is resting at St. Augustine



FIGHT BETWEEN THE ALABAMA AND THE KEARSARGE.

tonight, after having received splendid receptions during the week at Richmond, Raleigh, Charlotte, Atlanta, Jacksonville and other points. The fact that the President has as much Southern as Northern blood in his veins is hardly realized by the average man and woman, yet such is the case. While his father was a Northern man, his mother was a Georgian.



Gold Was Discovered in California in the Year 1849.

And we have just unearthed some veritable 18 carat "nuggets" here for the man who appreciates the niceties of fabric, fit and finish in "HIGH-ART" CLOTHING. LOOKS right when you buy it. STAYS right after you wear it.

SUITS,
\$7.50 to \$25.00
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Any Boys' Suit or Overcoat in the house for

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Clothes Brush free with every Man's and Boy's Suit.

"77" Dr. Humphreys' Seventy-Seven breaks up Grip and COLDS

It is well known that Dr. Humphreys' "Seventy-seven" is the only Specific for La Grippe and Colds.

We want those who have used "77" to know that Dr. Humphreys' System of Specifics covers all diseases from infancy to old age—it is a question which derives the greatest comfort from their use, the baby with Colic or the old and feeble with the almost invariable weakness of the Bladder or Kidneys. The Specifics are fully described in a little book to be had at all drug stores or mailed free. They are for sale by all Druggists, 25c. each with few exceptions.

Humphreys' Homeo. Medicine Co., Cor. William and John Streets, New York.

gland, and the hours which the President spent at the old home at Roswell, Friday, reviving tender memories of the gentle woman who was his mother, must have appealed to his nature as scarcely anything else would have done. President Roosevelt told a delegation from Nashville, which called at the White

in the navy of the Confederacy while the other fought under the flag of David Farragut.

General Lee's Introduction.

General Lee introduced Capt. Whittle to the President as a man who was fighting "as citizens of the United States six months after General Lee surrendered." The interest of the President was excited at once and was visibly increased when General Lee continued by saying that the President's uncle, Irvine Bulloch, was helping Capt. Whittle.

The latter, then, in most modest language, told his story, relating the outlines of the celebrated voyage of the Shenandoah, a vessel which circumnavigated the globe in search of American merchantmen, destroying property valued at two millions of dollars, struck her nose in the polar ice, flew the flag of the Confederacy for months after it had ceased to represent a nation, and then surrendered to the British government. Capt. Whittle, who is a most retiring gentleman, remarked that Irvine Bulloch was almost the bravest man he had ever known, and concluded by saying that he had in his possession a pistol given him by Bulloch.

Wanted That Pistol.

President Roosevelt intimated as strongly as he could that he would like to have that pistol, but the old sailor gave him to understand that he could not part with it, even to give to the ruler of eighty millions of people. It was a long time before the President would allow the old gentleman to leave, keeping him talking of the wild cruise of the Alabama, narrated by Irvine Bulloch, who was one of the most daring of all the daring men who sailed the seas



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in the stormy times of the great war. But little has been printed concerning the private history of the Bulloch brothers. They were born on the farm, at the old family home down in Georgia. Their lives as boys were probably those of the average of the boys of the slave-holding class in the South of those days. Irvine went to sea, James D. received an appointment to Annapolis, and after graduation, entered the navy. When the war between the States broke out, they each entered the service of the South. James received an appointment as the naval representative of the Confederate government in Europe, charged with the duty of purchasing or having built war vessels to fly the stars and bars of the Confederacy. The Florida, the Alabama, and the Shenandoah were got aloft through his exertions.

It was no mean achievement to launch a Confederate vessel in foreign waters. The act was in violation of the laws of neutrality, and the man engaged in it was watched on every hand by the spies of the country in which he was working and by the secret service men of the United States.

England's Sympathy. There was great laxity on the part of the British government concerning the building of the Alabama, and that the vessel which was being constructed by the Lairds, on the Mersey, was destined to be sent against the commerce of the United States was a matter of the most common knowledge. Repeated protests were made by Charles Francis Adams, the United States minister to England, but to little effect, and when the completed vessel steamed down the Mersey on the 29th of July, 1862, she was followed by boatloads of people, many of them waving the flag of the Confederacy and wishing the ship a successful cruise.

The Alabama, which had been known as "No. 290" while on the ways, completed her fittings at Moelfra Bay, and then sailed for the Azores. On the 23d of August, Admiral Raphael Semmes, who, with his officers, with stores and armament, had been brought out from Liverpool on an English vessel, hoisted the Confederate flag on the vessel, and in a few days was on her way.

THE VALUE OF CHARCOAL.

Few People Know How Useful it is in Preserving Health and Beauty.

Nearly everybody knows that charcoal is the safest and most efficient disinfectant and purifier in nature, but few realize its value when taken into the human system for the same cleansing purpose.

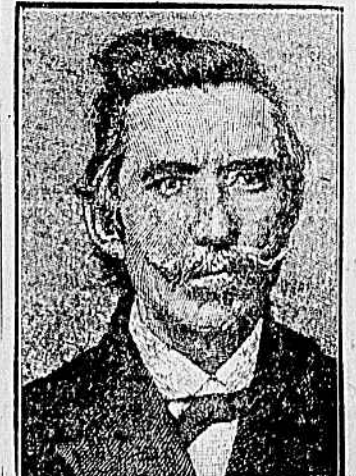
Charcoal is a remedy that the more you take of it the better. It is not a drug at all, but simply absorbs the gases and impurities always present in the stomach and intestines and carries them out of the system.

Charcoal sweetens the breath after smoking, drinking or after eating onions and other odorous vegetables.

Charcoal effectually clears and improves the complexion, it whitens the teeth and further acts as a natural and eminently safe tooth powder.

It absorbs the injurious gases which collect in the stomach and bowels; it disinfects the mouth and throat from the poison of catarrh.

All druggists sell charcoal in one form or another, but probably the best charcoal and the most for the money is in Stuart's Charcoal Lozenges. They are composed of the finest powdered Willow charcoal, and are either in the form of large, pleasant tasting lozenges, the charcoal being mixed with honey.



REAR-ADMIRAL SEMMES, Captain of the Alabama.

er of the mother of the President, Commander James D. Bulloch, was the man who got the Alabama afloat, and also started the Shenandoah on her memorable cruise, which resulted in the destruction of millions of dollars worth of shipping flying the flag of the United States.

speech to the crew told them he wanted them to enlist in the Confederate navy. Eighty men, nearly all of those who had worked the vessel from England, took the oath. Irvine Bulloch was the navigator.

Great Destruction.

In the course of the next twenty-one months the Alabama destroyed shipping to the estimated value of four millions of dollars—more than had ever been destroyed by any one vessel in the history of naval warfare. As a result of the indifference of the British government towards the construction of the vessel, Great Britain had to pay the United States \$15,500,000 after the war, under the decision of the Geneva tribunal.

On Sunday, June 19, 1864, the Alabama

another vessel to take the place of the Alabama. It was a difficult matter, for the British government had become much more watchful, and the secret services men of the United States were at every hand. After some delay, a man not in any way connected with the Confederacy, purchased for Bulloch the Sea King, a ship which was built for the Bombay trade, a speedy vessel and capable of being converted into a man of war. A smaller vessel, the Laurel, was bought as a tender for the Sea King. The vessel was ballasted with coal and cleared for Bombay, the captain carrying in his pocket the power of attorney to sell the vessel. The Sea King sailed about the first of October. On the night of eighth of October the Laurel dropped down the river, loaded with passengers, and armament, the passengers being the officers intended for the cruiser.

The Shenandoah.

In the fall of Funchal the Laurel transferred her passengers and cargo to the Sea King, which Capt. James I. Waddell christened the Shenandoah. On being told the nature of the service they were desired to perform, only twenty-three of the eighty men who had come out in the Sea King consented to take the oath of enlistment in the navy of the Confederacy. Several of the officers were doubtful whether it would be wise to undertake to make a cruise with such a small crew, but Irvine Bulloch was for going ahead. He told of how the Alabama was always able to enlist more men than she wanted, so eager were those who were offered the chance to enter the Confederate service. This view prevailed and on the 29th day of October, 1864, the course of the Shenandoah was shaped for the Indian Ocean, by way of Good Hope.

Shell Failed to Explode.

When the Deerhound saw the vessel was going down, she ran to the spot and rescued fourteen of the officers of the Alabama, and twenty-five of the crew. She then set sail for England and landed the Confederate sailors at Southampton. The old Deerhound is now a warship of the United States government.

Irvine Bulloch spent several months in England with his brother, who was directed by the Confederate secretary of war to proceed with all diligence to launch a flag, for the stars and bars which



SHELL IN THE STERN-POST OF THE KEARSARGE.

was lying in the harbor of Cherbourg, France. The celebrated vessel, whose fame and gone round the world, attracted a great deal of attention, and it is said that railroads ran excursion trains in order to accommodate the vast number of people who wanted a sight of the ship that had driven the merchant flag of the United States from the seas. Outside the harbor was the United States warship, the Kearsarge, commanded by Captain John A. Winslow. Winslow sent in a challenge to Semmes to come out and fight. Semmes' orders were to avoid an engagement with a war vessel, but his Anglo-Saxon love of a scrap got the better of him and his officers and he determined to accept the challenge of battle. He always said he did not know the sides of the Kearsarge were protected by iron chains or he would not have accepted the challenge. When he steamed out of the harbor to meet the enemy, he was followed by the Deerhound, a yacht owned by Mr. John Lancaster, an English gentleman, who had his wife and boys aboard. They wanted to see the fight.

Shell Failed to Explode.

The first gun was fired at 10:57 o'clock. The Alabama hauled down her colors at exactly noon, but through a mistake the signal was not seen on the Kearsarge until 12:17. A shell had struck the stern-post of the Kearsarge. It did not explode. Had it have done so, a different story of the engagement might be in history. The last cannon fired from the Alabama was discharged by young Bulloch. The vessel was filling rapidly at the time.

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she flew at her peak did not mean anything any more. He decided at last to request the British Foreign Office to forward a letter to its consular agents, with the request that it be delivered to the commander of the Shenandoah. He wrote to Waddell to bring his ship back to Europe, telling him the Confederacy had fallen. The foreign office agreed to undertake to deliver this letter to the commander of the Shenandoah.

Starting News.

It was the intention of Captain Waddell, when he left Behring Sea on the 28th of June, to get into the track of vessels engaged in the California trade, for the purpose of ascertaining news of the war. On the second of August, he hailed British barque, which had left San Francisco two weeks before. He sent an officer aboard. The officer was not long in returning with the most startling news. The army of the Confederacy had thrown down its arms. President Davis was a prisoner, and the authority of the United States was paramount from the Potomac to the Rio Grande.

The seriousness of the position in which the crew of the Shenandoah was placed was at once apparent. They were pirates in the sense that they were in arms on the high seas, and without flying the flag of any nation. After a consultation of the officers, the guns were lowered into the hold, the ports were closed, and the funnel whitewashed. The vessel looked the innocent merchantman again. Of course, the stars and bars were hauled down.

It was determined to shape the course of the Shenandoah for Liverpool, and there surrender her to the British government. The voyage was without special incident. Of course, a sharp look out was kept for the United States flag, but it is not recorded that a single American vessel was sighted.

The Cruiser Surrenders.

On the 15th day of November, 1865, the Shenandoah dropped anchor in Liverpool harbor. A short distance away was lying the British warship, the Doreval, Captain Paynter in command. Captain Waddell, who had been the British vessel at once and made a full statement to the British commander. He said it was his wish to surrender the cruiser to the British government. Captain Paynter made a full report to his government, and after a considerable delay, during which the officers and crew of the Shenandoah were technically prisoners, the question of what to do with the vessel and the men aboard her was settled. The officers and crew not born in Great Britain were released and the vessel was turned over to the American consul. I have been utterly unable to learn what was done with three members of the crew who were left aboard, and what was the ultimate fate of the vessel.

The Bulloch brothers returned to Georgia in a short time. James D. Bulloch devoted several years to the preparation of a book giving the history of the secret service of the Confederate government abroad. Both he and his darling brother have been dead for several years.

Mrs. Bulloch has also been dead for years. She was so much the wife and mother that but very little is known of her life, save the bare outlines. That she was devoted to the cause of the South is well-known. She was in Philadelphia on one occasion during the war, when the United States colors were being generally displayed in celebration of a victory that had been achieved by the Union arms. She insisted on flying from the window of the house at which she was staying a small flag of the Confederacy. From this we may infer that she possessed in full measure that courage and independence for which Theodore Roosevelt is famous.

Will Preach to Veterans.

Rev. Dr. James Buchanan will preach in the Soldiers' Home Chapel this afternoon at 4 o'clock, and will no doubt greatly interest the veterans and their friends who may be present.

Dorothy Dodd

Dainty Shoes

OUR new autumn styles of "DOROTHY DODD" Shoes are now on display. So comprehensive are the assortments that they constitute a complete style-show in themselves and afford an exceptional opportunity for the study of the season's correct fashions. Blucher and Button patterns will be strong favorites. We have them, and also the regular Lace patterns in the different leathers and in many new and strikingly attractive toe-shapes, with new heels and new edge effects. Not the least interesting feature of this exhibit are the moderate and economical prices asked for this really beautiful and high-class footwear, viz.: Three dollars and Three-fifty the pair. Let us ask that this advertisement be considered as a personal invitation come in to see these shoes whether you desire to buy or not.

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